

SF2809/HF3273 passed the legislature in May 2018 with a bipartisan vote in each chamber and was vetoed by Governor Dayton.

As we've heard in testimony, there was a belief that the Metropolitan Council was unaccountable to the communities they serve. The bill was brought forward by concerns with the transit governance along with complaints from communities of heavy-handedness over the approval of comprehensive plans and unreasonable SAC fees that impeded local economic development. Originally supported by all 7 metro counties, 2 counties withdrew from the coalition after the 2010 election.

The main objectives of the bill were to:

- Increase accountability to the local governments within the metropolitan region
- Implement staggered terms to increase continuity of the Council
- Restructure the Council to conform with federal MPO requirements, eliminating the need for the Transportation Advisory Board.
- Give counties and communities a seat at the table
- Assure balance between urban and suburban representation

The Met Council would be comprised of 29 members, increased from the current 17 members :

- 16 district representatives (same as today) to be filled by a locally-elected official who lives in the district
 - Each city and township would appoint a member to serve on the district selection committee
- 6 County Commissioners, one from each of Anoka, Carver, Dakota, Ramsey, Scott, and Washington Counties
- 2 Hennepin County Commissioners, 1 representing Minneapolis and one that does not include Minneapolis
- Commissioner of Transportation
- 1 Non-Motorized transportation rep appointed by Commissioner of Transportation
- 1 public transit rep appointed by Commissioner of Transportation
- 1 freight transport rep appointed by Commissioner of Transportation
- Chair appointed by the Governor

It was intentional not to increase the number of districts and to omit scope from the bill. The expectation was to address scope of the Metropolitan Council with the new directors.

Based on the work of this task. I believe a few changes could be made

- Increase districts from 16 to 35, closer to the size of a Senate district
- Reduce Hennepin County commissioners from 2 to 1 -so 1 commissioner for all counties
 - Minneapolis representation covered by increased number of districts.
- Remove operating responsibilities for Metro Transit – conflict of interest
- Remove Housing responsibilities – funding directly to counties
- Changes in scope could affect time commitment
- Have non-motorized, public transit and freight only vote in MPO decisions, otherwise non-voting members
- Define Chair as ex officio CEO of the Council with direct management of staff and ex officio
 - Like school boards